

flight control systems, control surface hinges and balance weight attachments, seat, berth, safety belt, and fuel and oil tank supports and attachments, and cabin pressure valves.

(d) *Noncritical castings.* For each casting other than those specified in paragraph (c) of this section, the following apply:

(1) Except as provided in paragraphs (d)(2) and (3) of this section, the casting factors and corresponding inspections must meet the following table:

Casting factor	Inspection
2.0 or more	100 percent visual.
Less than 2.0 but more than 1.5	100 percent visual, and magnetic particle or penetrant or equivalent nondestructive inspection methods.
1.25 through 1.50	100 percent visual, magnetic particle or penetrant, and radiographic, or approved equivalent nondestructive inspection methods.

(2) The percentage of castings inspected by nonvisual methods may be reduced below that specified in paragraph (d)(1) of this section when an approved quality control procedure is established.

(3) For castings procured to a specification that guarantees the mechanical properties of the material in the casting and provides for demonstration of these properties by test of coupons cut from the castings on a sampling basis—

(i) A casting factor of 1.0 may be used; and

(ii) The castings must be inspected as provided in paragraph (d)(1) of this section for casting factors of “1.25 through 1.50” and tested under paragraph (c)(2) of this section.

§ 25.623 Bearing factors.

(a) Except as provided in paragraph (b) of this section, each part that has clearance (free fit), and that is subject to pounding or vibration, must have a bearing factor large enough to provide for the effects of normal relative motion.

(b) No bearing factor need be used for a part for which any larger special factor is prescribed.

§ 25.625 Fitting factors.

For each fitting (a part or terminal used to join one structural member to another), the following apply:

(a) For each fitting whose strength is not proven by limit and ultimate load tests in which actual stress conditions are simulated in the fitting and surrounding structures, a fitting factor of at least 1.15 must be applied to each part of—

(1) The fitting;

(2) The means of attachment; and

(3) The bearing on the joined members.

(b) No fitting factor need be used—

(1) For joints made under approved practices and based on comprehensive test data (such as continuous joints in metal plating, welded joints, and scarf joints in wood); or

(2) With respect to any bearing surface for which a larger special factor is used.

(c) For each integral fitting, the part must be treated as a fitting up to the point at which the section properties become typical of the member.

(d) For each seat, berth, safety belt, and harness, the fitting factor specified in § 25.785(f)(3) applies.

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§ 25.629 Aeroelastic stability requirements.

(a) *General.* The aeroelastic stability evaluations required under this section include flutter, divergence, control reversal and any undue loss of stability and control as a result of structural deformation. The aeroelastic evaluation must include whirl modes associated with any propeller or rotating device that contributes significant dynamic forces. Compliance with this section must be shown by analyses, wind tunnel tests, ground vibration tests, flight tests, or other means found necessary by the Administrator.

(b) *Aeroelastic stability envelopes.* The airplane must be designed to be free from aeroelastic instability for all configurations and design conditions within the aeroelastic stability envelopes as follows: